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No. 11,252.

The China Mail

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No. 11,252.

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HONGKONG, TUESDAY, MARCH 28, 1899

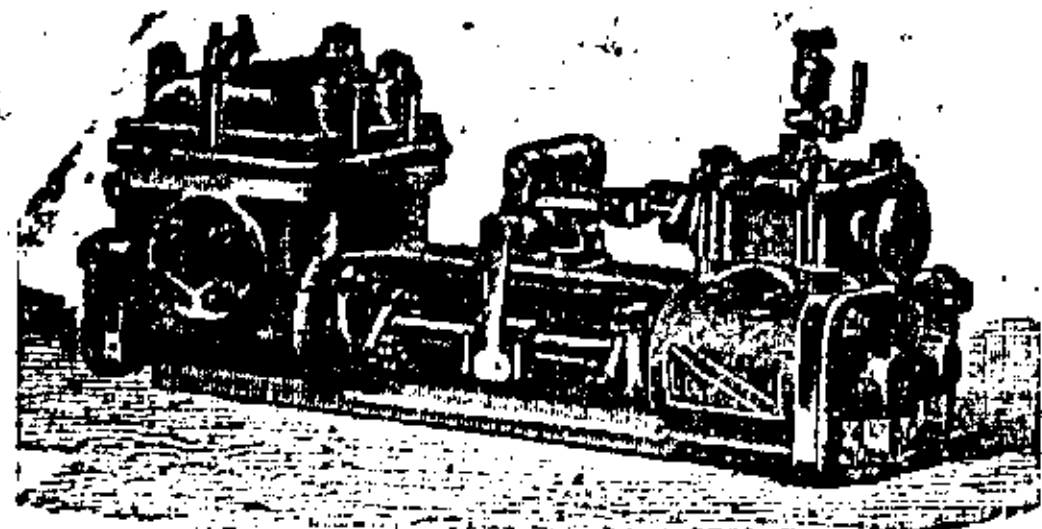
日七十月二年亥己

Price, \$2.50 PER MONTH.

Business Notices.

BAILEY'S ENGINEERING AGENCY,

17, PRAYA CENTRAL.



PUMPS, PACKINGS & GENERAL STORES.

STEAM LAUNCHES BOUGHT, SOLD OR BUILT

TO ORDER.

By W. S. BAILEY,

CONSULTING ENGINEER AND SURVEYOR.

STEAM LAUNCH 'OLYMPIA' (Teak), 44 ft. by 9' 9" beam.
NEW BOILER. Non-Condensing Engine.

CEMENT TIGHT

PAINTS AND COLOUR WASHES.

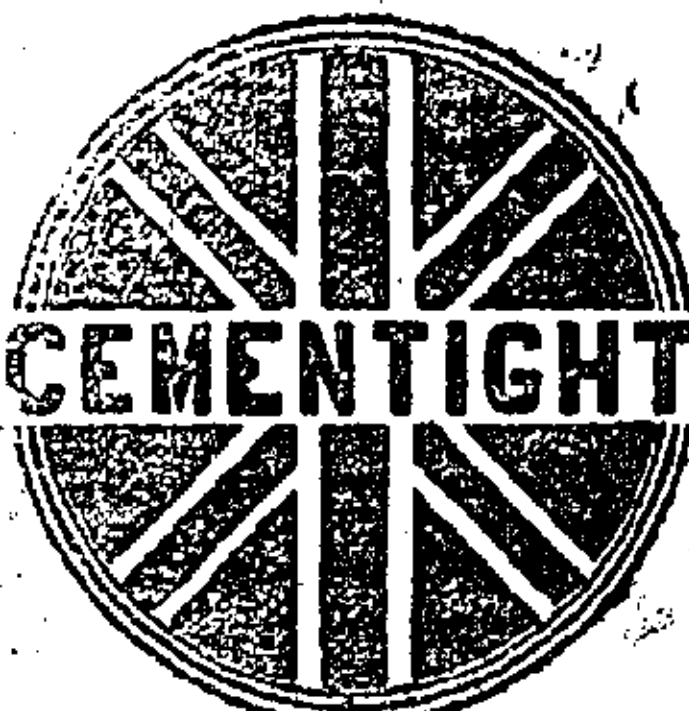
UNRIVALED FOR INTERNAL AND EXTERNAL COVERING

OF BUILDINGS, &c., &c.,

SPECIMENS OF WORK ON VIEW AT THE FACTORY 91, PRAYA EAST.

ORDERS AND ENQUIRIES MAY BE SENT TO

BAILEY'S ENGINEERING AGENCY.



THE TRADE MARKS ORDINANCE

1898.

Application for Registration of
TRADE MARK.

NOTICE is hereby given that MITSUI
BUSSAN KAISHA, Carrying on
Business at Victoria, in the Colony of
Hongkong, and elsewhere as Merchants,
have, on the 10th day of January 1899,
applied for the registration in Hongkong,
in the Register of TRADE MARKS, of the
following TRADE MARK:

A very fish swimming in water with two
fins projecting from each side of its
head pointing to the left and its
tail to the right.

In the name of MITSUI BUSSAN KAISHA
who claim to be the Sole Proprietors thereof.

The TRADE MARK has been used by the
Applicants since the month of January,
1892, in respect of the following goods:

MATCHES in Class 47.

A Facsimile of the TRADE MARK can be
seen at the Office of the Colonial Secretary
of Hongkong, and also at the Office of the
undersigned.

Dated the 28th day of January, 1899.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
12, Queen's Road Central,
Hongkong.

THE TRADE MARKS ORDINANCE

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Application for Registration of
TRADE MARK.

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Business at Victoria, in the Colony of
Hongkong, and elsewhere as Merchants,
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applied for the registration in Hongkong,
in the Register of TRADE MARKS, of the
following TRADE MARK:

Two Unicorns standing on one hind leg
one on each side of a Coat of Arms.
The Coat of Arms being depicted
in the middle and between the
Unicorns. Under the two Unicorns
and the Coat of Arms are the names
of MITSUI BUSSAN KAISHA.

In the name of MITSUI BUSSAN KAISHA
who claim to be the Sole Proprietors thereof.

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applied for the registration in Hongkong,
in the Register of TRADE MARKS, of the
following TRADE MARK:

The heads of two Elephants facing each
other with their trunks crossed
one over the other. The trunk of the
Elephant on the left side crosses
over the trunk of the Elephant on
the right side, and the trunk of
the Elephant on the right side is
crossed under the trunk of the
Elephant on the left side. On the
background of the picture is depicted
a rising sun with rays emanating
therefrom.

In the name of MITSUI BUSSAN KAISHA
who claim to be the Sole Proprietors thereof.

The TRADE MARK has been used by the
Applicants since the month of January,
1892, in respect of the following Goods:

MATCHES in Class 47.

A Facsimile of the TRADE MARK can be
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of Hongkong, and also at the Office of
the undersigned.

Dated the 28th day of January, 1899.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
12, Queen's Road Central,
Hongkong.

W. POWELL & Co.

EX. S. S. SHANGHAI.

NEW STOCK OF LADIES'

TRIMMED AND UNTRIMMED MILLINERY,

NEW FLOWERS, FEATHERS,

LACES, RIBBONS, Etc., Etc.

THE

HONGKONG HOTEL

A FIRST-CLASS HOTEL, THOROUGHLY EQUIPPED IN ALL DEPARTMENTS.

DAKIN'S SINGLE SEIDLITZ

A MOST AGREEABLE AND EFFECTIVE EFFERVESCENT APERIENT.

PURE VOLATILE

EUCALYPTUS OIL

SPECIALLY REFINED.

AROMATIC

QUININE AND IRON TONIC

Enriches the Blood, Strengthens the System, and imparts tone
and energy to the Digestive Organs.

THE VICTORIA DISPENSARY.

ALHAMBRA FACTORY, MANILA CIGARS.

THE DUC DE MONTEBELLO

CHAMPAGNE.

HARVEY'S ROYAL TAWNY PORT.

Hongkong Agent:— W. HUTTON POTTS,

OFFICE: DAIRY FARM BUILDING,
Belton Glenady.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

named:—

FOR. STEAMSHIP. CAPTAIN. DATE.

KOBE (DIRECT). Mazonia. T. L. COOK, R.N.R. About 29th March.

SHANGHAI. Ballarat. C. L. W. FIELD. About 31st March.

LONDON. Olu an. E. STREET. Noon, 1st April.

YOKOHAMA. Rosetta. C. H. WATKINS, R.N.R. 4 p.m., 1st April.

LONDON. Formosa. A. G. CURRY, R.N.R. About 5th April.

YOKOHAMA. Formosa. A. G. CURRY, R.N.R. About 5th April.

KOBE & YMA. Java. J. CHURCH, R.N.R. About 6th April.

YOKOHAMA. Candia. W. H. HAUGHTON, R.N.R. About 10th April.

* See Special Advertisement.

For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office,

Hongkong, March 24, 1899.

742

Burgundies.

1 doz. 2 doz.

Bottles. Bottles.

BEAUNE ... \$19.00 \$21.00

VOLNAY ... 23.00 —

POMMARD ... 27.00 —

CHAMBERY ... 34.00 —

SPARKLING RED ... 26.00 28.00

Do. WHITE ... 26.00 28.00

Hocks and Moselles.

1 doz. 2 doz.

Bottles. Bottles.

LAUDENHEIMER ... \$11.00 \$13.00

GRAACHER ... 12.00 14.00

NIEBSTEINER ... 13.00 15.00

LIEBBER-UMILCH ... 13.00 —

CALIFORNIA RIESLING ... 6.00 7.00

Do. HOCK ... 6.00 7.00

White Wines.

1 doz. 2 doz.

Bottles. Bottles.

GRAVES ... \$7.00 \$8.00

Do. 'Superior' ... 9.00 10.00

SAUTERNE ... 7.00 8.00

Do. 'Superior' ... 9.00 10.00

Do. HAUT ... 11.00 13.00

H. PRICE & Co.,

12, QUEEN'S ROAD.

BUSINESS NOTICES.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—PRAYA.



BELL'S ASBESTOS PACKINGS

ARE THE BEST.

BELL'S BOILER COMPOSITION

IS THE BEST.

BELL'S ENGINE OIL

IS THE BEST AND CHEAPEST IN THE MARKET.

KINGHORN & MACDONALD,
MANAGERS.

SHOOTING SUNDRIES

FOR LEE METFORD RIFLES.

'DARNLEY' SHOOTING BAGS

WOOD-COVERED STEEL CLEANING RODS

BARREL CLEANERS,

WOOL SPONGES

DEAD BLACK for SIGHTS

CORDITE CLEANSER.

Removes all fouling from Cordite and Prevents Corrosion of the Barrel.

LANE, CRAWFORD & Co.

WILKINSON, HEYWOOD & CLARK, LTD.,

(PROPRIETORS OF DAVID STORER & SONS).

LONDON—LIVERPOOL—PARIS,

PRAYA CENTRAL, HONGKONG.

MAKERS OF PAINTS, VARNISHES AND COLORS

BELL BRAND:

PAINTS

OF ALL COLORS,

WHITE LEAD,

WHITE ZINC,

RED LEAD,

TURPENTINE,

COPAL VARNISH,

AND

PALE BOILED

—LINSEED OIL.

It is impossible to procure in Hongkong A WHITE ZINC PAINT

which is Superior to

BELL BRAND.

SPECIAL GENUINE GROUND WHITE ZINC.

(All Kegs Bear a Green St. Andrew's Cross.)

616

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is Situated at VICTORIA GAP, adjoining the TRAMWAY

STATION, 1350 feet above Sea Level.

CRAIGIEBURN is Situated at PLUNKETT'S GAP, five minutes' walk from the

PEAK HOTEL.

Fine, Healthy Location—Variety of Beautiful Scenery, Cool Southerly Breeze

in Summer, with perfect protection against the North-East Winds in Winter.

Well appointed Rooms, attentive Service, and excellent Cuisine.

2 City Office 7, DUDDELL STREET. Geo. J. CASANOVA, Manager.

742

AQUARIUS.

"A PERFECT TABLE WATER."

"It is gratifying in these days of Typhoid to come across a

Really Pure and Palatable TABLE WATER. AQUARIUS IS SUCH;

we have tried it ourselves and found it admirable."—Sporting

Times, London.

Caldbeck, Macgregor & Co.,

AGENTS,

AQUARIUS COMPANY. 552

Telephone 75.

16, QUEEN'S ROAD.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS' OLD

HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland;

devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF

WHISKIES.

PURE AND MILD.

Sole Importers,

F. BLACKHEAD & Co.

742

Business Notices.

THREE SPECIALITIES

WORTH CONSIDERING.

SCHLITZ BEER,

COUGH LINCTUS,

CHAMPAGNE BITTERS.

WATKINS & Co., AGENTS.

GREEN ISLAND CEMENT CO.,

LIMITED.

FIRE-CLAY WORKS, DEEP WATER BAY, HONGKONG.

CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT,

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING,

BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY,

&c., &c.

For Prices and further particulars, apply to

SHEWAN, TOMES & Co., General Managers.

COTTAM & Co.,

FOR

HATS,

SCARVES, COLLARS, SHIRTS, Etc.,

BOOTS & SHOES.

LANE, CRAWFORD & Co.'s

SELECTED LIST OF

PIANOS,

SPECIALLY BUILT FOR TROPICAL CLIMATES.

Bunglow Model of Special Construction \$200 & \$300

Challenge Model, by Chaffin and Son ... \$400

Orford Model, ... \$450

Colonial Model, by Chaffin and Son ... \$500

Semi Grand, by Chaffin and Son ... \$550

Chippendale Model, by John Broadwood & Sons ... \$600

Exhibition Model, by John Broadwood & Sons ... \$650

Reverend Grand, by John Broadwood & Sons ... \$700

Butterfly Model, by F. Dörner & Sons ... \$750

Superb Model, by ... \$800

Short Grand ... \$850

Second Hand Pianos at Cheap Rates.

MONTHLY PAYMENTS ACCEPTED.

PIANOS EXCHANGED. 641

742

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA

PRECEPTORY will be held at the

FREEMASONS' HALL on TUESDAY,

the 28th March Instant, at 8.30 for 9

p.m. precisely. Visiting Sir Knights are

cordially invited to attend.

Hongkong, March 24, 1899. 752

OLIVERS FREEHOLD MINES, LTD.

NOTICE is hereby given that in Accord-

ance with Article IX. Paragraph 3

of the Articles of Association of the Com-

pany, the following B SHARES have been

forfeited:—

Nos. 20,161-20,180. 21,381-21,480.

22,641-22,660. 22,731-22,732.

22,733-22,737. 22,933-22,932.

35,304-35,403. 38,345-38,394.

38,965-38,984. 39,334-39,335.

ARREST OF HONGKONG MAN AT SHANGHAI.

CHARGED WITH LARCENY.

(Special Telegram from Our Own Correspondent.)

Shanghai, March 23, 5.10 p.m.
George Hopkins, a passenger by the *Marfa Palois* to Shanghai, was arrested on the arrival of the vessel on a warrant issued on telegraphic advice from Hongkong.

He was brought before the Court and charged with larceny. The case was postponed.

REUTERS' TELEGRAMS.

(Supplied to the "China Mail.")

LONDON, 26th March, 1899.
THE LONDON GOVERNMENT BILL.
The London Government Bill has passed its second reading by 245 to 118.

HONOURS TO COL. MATHIAS.
A sword of honour was presented to Col. Mathias of the Gordon Highlanders at the Annual dinner of the Penobscott Club.

(Kobe Chronicle.)
RUSSIAN ACTIVITY AT PORT ARTHUR.
Tokyo, March 17.

According to the latest news from North China, Russia seems to be hurrying forward the work of defence at Port Arthur with great urgency. A considerable number of coolies are employed, who work day and night. It is arranged to repair all the existing forts there and construct new ones along the coast between Port Arthur and Tielungshan.

COUNT OKUMA AND KANG YU-WEI.
March 18.
Kang Yu-wei and other Chinese refugees will shortly proceed to America and England. Count Okuma is reported to have raised 77,000 for their travelling expenses.

THE N.Y.K. AND PASSENGER RATES.
The Board of Directors of the Nippon Yusen Kaisha held a meeting to-day and adopted a resolution to lower the passenger rates of coasting steamers by 10 per cent., and to raise the rates on his foreign service by 5 per cent.

H.M. THE EMPEROR AND THE NEW TREATIES.
Mar. 19.
In the past few days the Superintendent General of the Metropolitan Police, the Minister for Justice and the Minister for Home Affairs, visited upon the Emperor at His Majesty's desire. It is stated that the Emperor is about to sign the new treaties for the treatment of foreigners on the new Treaties coming into operation.

GERMANY AND CHINA.
A dispatch to the Government announces that German men-of-war are cruising in the vicinity of Fuku, apparently surveying the coast of a certain place there.

M. PAVLOFF AND THE KOREAN GOVERNMENT.
Seoul, March 17.
M. Pavloff, the Russian Minister at Seoul, has addressed an official note to the Korean Foreign Office, stating that the negotiations between the Korean Government and Russian subjects regarding the whaling industry should be settled in three days. The Russian Minister added that otherwise he would see the Emperor in person and represent the matter to the Throne. It appears that the treaty of agreement was made three weeks ago, and the negotiations were to be settled in five days.

RUSSIA AND KOREA.
St. Petersburg, March 18.
The opposition of the Council to the grant of a lease of the whaling stations demanded by Russia is very strong, rendering any arrangement very difficult. The Russian Minister has communicated his intention to submit the matter to the judgement of the Emperor.

HONGKONG RIFLE ASSOCIATION SHOOTING.
There were 21 entries for the Spoon Competition on Saturday. Rain unfortunately interfered with good shooting, several competitors retiring at the 500 yards range.

SCORES.

	200.	300.	400.	500.	600.	700.	800.	900.	Total.
* C. I. M. Wallace, R.E.	29	30	31	—	—	—	—	—	90
* W. Blackwood	22	27	24	—	—	—	—	—	89
* Corp. Carlyle	31	29	28	—	—	—	—	—	88
A. Beal	32	29	27	—	—	—	—	—	87
* F. Beck	30	28	29	—	—	—	—	—	87
A. Blair, R.E.	32	31	24	—	—	—	—	—	87
Pte. Pond, W.F.	31	23	23	—	—	—	—	—	77

* Winners of Spoons.

In the House of Commons on the 20th February Sir M. Stowart asked the Under Secretary for Foreign Affairs if anything had been done by the Government to bring about a settlement of the dispute between the Chinese Government and the Chinese Government for the loss of valuable British lives in the *Kiauchow* during the Chinese-Japanese war. If these negotiations were still proceeding; and if he would inform the House of the progress of the negotiations. The Under Secretary replied that the negotiations were still proceeding, and that the Government were doing all that was possible to bring about a settlement of the dispute. He added that the Chinese Government were still in discussion with the Chinese Government, who in their last communication stated that after full and careful consideration they were unable to see how they could be fairly called upon to pay compensation in the circumstances. The Chinese Minister was informed in reply on Nov. 21 that it was impossible for Her Majesty's Government to abandon the claim which they had advanced on behalf of the owners of the *Kiauchow*, but that they were willing to remove the offer they had already made that the question should be referred to arbitration. Sufficient time has hardly elapsed to allow of the receipt of a reply by mail from the Chinese Government to this communication.

CHAMBERLAIN'S COLIC, CHOLERA, AND DIARRHEA REMEDY.

It is a splendid remedy for bowel complaints in their various forms, both for adults and children. It is just such a medicine as every family should keep at hand, and especially during the summer season, when colic, cholera morbus, dysentery, diarrhoea, bloody flux and cholera infantum are most prevalent. A few doses of this remedy will check any ordinary attack of these diseases. It can be depended upon even in the most severe and dangerous cases. When reduced to water and sweetened it is pleasant to take, children like it. Sold everywhere. Price 6d. each and 2s. General Agents—WATKINS & CO.

AMERICA AND THE PHILIPPINES.

EFFORTS TO EFFECT A SETTLEMENT.

The Position in the South.

BRITISHERS ON THE SOUTHERN ISLANDS.

(Special Telegram from Our Special Correspondent.)

Iloilo, March 23, 12.15 p.m.

Yesterday, another effort was made by a British resident to reach the insurgent leaders in the Southern Islands and arrange unofficially a settlement of affairs.

He was well received by the Filipinos, but from a conversation with the natives they appeared to be ignorant of what was transpiring in the North. The Tagalog emissaries sent down here by Aguinaldo hold away over the natives.

As there is no likelihood of any developments here until Luzon difficulties are settled, I return to Manila to-morrow.

H.M.S. *Plover* is starting on a cruise amongst the islands to ascertain the safety of the isolated Britishers.

AFFAIRS IN MANILA.

A private letter, dated Manila, 23rd March, states that war operations continued, and that American steam-launches were patrolling the lake. The Americans, however, had eight killed and fifty wounded before they got there. The insurgent losses have been heavy, including some 800 prisoners. A strong body of Americans has been located at Calocan for the last ten days, preparing to march on Malolos, and will probably start to-day. They will meet with strong resistance at Polo, where the Filipinos are well entrenched; but there is little doubt the natives will be put to rout, and probably with great slaughter. Business is at a standstill. The steamers that went to Leyte for help have not been allowed to land, the Filipinos opposing, but those vessels that went to Surigao met with no difficulty. This state of affairs will continue until the various ports are garrisoned by American troops. When that will be, it is impossible to say, as General Otis is even yet short of men. One cannot help sharing the opinion with others that the ports should have been taken before doing anything around Manila. We should then have had business in full swing all round, which would naturally have greatly assisted the pacification of the archipelago. Private wires from Iloilo announce that the troubles in Negros have been arranged, and in connection with this it is said that one or two prominent foreigners were instrumental in restoring order by rendering valuable assistance to the Americans and the natives while the negotiations for peace were being carried on.

THE SIGN OF THE CROSS.

MESSRS DALLAS AND MURRAY'S COMPANY.

AT THE THEATRE ROYAL.

The Theatre Royal was filled last night on the first performance by Messrs Dallas and Murray's Company of the powerful religious drama "The Sign of the Cross." The Company comes to Hongkong with a very successful record of a tour in India, Burma and the Straits.

The piece must be well known by reputation to the general public. It had a wonderful run in London, and is regarded as Wilton Barrett's masterpiece. The plot is not a very complicated one, and deals with the persecution of the early Christians under that human fiend Nero. Mercia, the heroine, is a Christian girl, for whose strong faith death has no terrors, and the hero, Marcus Superbus, Prefect of Rome, falls a victim to her beauty, and ends in embracing Christianity to be wedded to her, though the bride is to be among the wild beasts in the Roman arena. It is a fervid, soul-stirring piece, and in the capable hands of the talented members of the company the scenes were presented with such realism that the audience was at times spell bound. There is something profoundly impressive in the scriptural or sacred character of the play, and during the performance the illusion was so complete that perfect silence was maintained until the fall of the curtain.

Miss Madge Grey portrayed the noble character of Mercia with an innocent simplicity of gesture and complete resignation. Mr. Henry Dallas filled the rôle of Marcus with dignity and fine taste. He has a rich, powerful voice, and a commanding presence, and with an infinite resource of dramatic oratory he depicted the powerful scenes of the play. The whole interest centres round this Roman who has taken up the cause of the Christian maid, and his gradual conversion to the faith is grandly drawn. Miss Barbara Fenn gave a capital rendering of the part of Bononia, her best opportunity being in the stormy interview with Marcus. The character of Tigellinus, Councillor to Nero, was in the able hands of Mr. Kenyon Mungrave, and was an artistic success. He was ably seconded by Mr. Hall as Licinius. Mr. J. B. Forrell appeared in a totally different rôle, as Nero, to what Far Eastern players have been accustomed to see him, but he efficiently played the part. He had a pretty consort in Miss Bertha Hunter. The other characters were ably filled.

The piece was well staged. The band of the Royal Welch Fusiliers, under the baton of Mr. W. Fleming Vallance, played the incidental music.

GREAT EASTERN AND GOLD MINING CO., LTD.

An extraordinary general meeting of the shareholders in the Great Eastern and Gold Mining Co., Ltd., was held to-day at the office of the General Agents, Messrs Latouche, Kitzmann and Co., Mr. R. O. Wilson presiding. The others present were Messrs G. O. Cox, A. Denison, R. Abner (Director), J. Lambotte (Secretary), E. S. Joseph, Mr. George R. A. Joseph, Elias, A. W. Best, J. O. Benedict, C. Schwelken, J. R. A. Joseph, J. Green, A. Moir, G. J. Chapman, D. W. Smith and J. Forstmann.

The Secretary read the notice convening the meeting. The Chairman said—Gentlemen, this meeting has been convened for a special purpose, one which your Directors had hoped might not prove necessary, viz., to sanction the raising of fresh capital. It is no new experience in the history of mining Companies to require additional capital; but this Company had, as we thought, arrived within reach of payable dividends. After several delays, the battery had been got into working order, and we had more than a thousand tons of quartz at grass ready for crushing. But either an enemy lurked in ambush, or we have suffered from want of experience on the part of our managers, for it seems very clear the result of the crushing did not represent the value of the ore. The product of the crushing from the Great Eastern mine was almost nil; as our manager remarks in one of his letters, almost any stuff at Mount Macdonald would give crushed out better than that. The ore, to the credit of Mr. George, which in trial crushings had yielded over an ounce per ton, was also most disappointing, and we do not believe for one moment that the result was a fair one. Mr. George has, in the opinion of the Board, committed an error of judgment in dismissing Mr. Cash, who has been a most valuable and experienced manager when you are crossing a stream applies in this case. We had certainly come very near to the brink of our river, and whatever Mr. Cash's failings may have been, Mr. George would have done better to have struggled on with him until the battery had been got into working order. Moreover, Mr. Cash was an experienced miner, knew the field thoroughly, and with careful management might at least have been used for the time to supply the requisite technical knowledge. Mr. George was, however, in charge, and it is only fair to say he did not use his powers until after the battery had been got into working order. It might have been better had he referred the matter to the Board for instructions, for that would have given him time to think over the expediency of the step contemplated; but he dismissed Mr. Cash first and reported the fact afterwards. I am quite sure that the course was taken to the detriment of the Company, and that Mr. George should be held to be the interests of the Company, but all the same the Board think that it was a mistake. Mr. George has taken too much on his own shoulders. He has the will and the energy, but he is rather impulsive, and there is a limit to the powers of one man, especially in the management of a large industrial mine. We have telegraphed instructions to Mr. George to engage an expert for the battery, and we shall not sanction any further crushing until we are assured that the battery is under competent management. I have intimated that there was some ground to suppose that Mr. George had been playing a double game, and that he might be a grudge against the manager, to put what he might call a spoke in his wheel. That such things are not uncommon on the Australian Gold fields the following letter in the *Stdney Morning Herald* from the Secretary of the Gullington Goldfield's Limited will show. We note under the heading of "Mining News" from your correspondent at Mandurama, that it is stated the stoppage of work at Gullington Mines is a serious blow to the district, and that nearly 100 people are out of employment. We are not at all surprised to hear that the mine are not stopped, although for a few days operations were suspended underground in consequence of an attempt having been made by certain parties to wreck the mine for the purpose of obtaining the same on tribute. 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Intimations.
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BURGEON-CHIROPODIST
 to the
Principal Royal Families of
Europe.
 Author of
Several Treatises on Dis-
eases of the Feet,
 may be consulted
FOR TEN DAYS ONLY,
Rooms No. 15,
No. 3, DUDDELL STREET,
HONGKONG.
 Consulting hours from 8 a.m.
 till 5 p.m.

THE system employed by Mr. Schlosser, which has received the highest praise from the leading European and American papers, as well as from leading medical men, does not consist in cutting the callus of the Corn, for the more this is cut the larger it grows and, extending, produces inflammation, and gives rise to abscesses which may be followed by serious consequences. To thoroughly cure Corns, Blisters, and all diseases of the feet, the cause of the evil, which in its root, must be extracted, that is to say, the white point forming a kind of eyelet must be taken away. Sometimes there are several of these white points, and a number of Corns from the same growth, which are removed by the use of time and encouraged by frequent cutting of the upper portion of the Corn.

Mr. Schlosser's process is the only one which extracts the root of the evil in a single operation, without pain, without bleeding, and in a few minutes, allowing the patient to put on his boots and walk away immediately afterwards without inconvenience, as is proved by more than 10,000 testimonials.

Amongst them are some from IMPERIAL ROYAL FAMILIES, STATESMEN, DIPLOMATS, MILITARY, STATESMEN, EMPLOYEES, EDITORS AND THE HIGHEST MEDICAL MEN from which he submits the following—

COVENANT OF TESTIMONIALS.

(From H. E. General J. A. Gifford, late President of the U. S. A.)

I hereby certify that Dr. Schlosser has removed for me five very painful Corns, and standing without any pain whatever, and a fair prospect of a complete cure.

(From the Hon. General Sir John Gifford, late President of the U. S. A.)

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Shipping.
Steamers.
CHINA NAVIGATION COMPANY, LIMITED.
FOR TAKOV.
 THE Company's Steamship **BRECHER**, Captain **PERSSON**, will be despatched as above on WEDNESDAY, the 26th inst. For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
 Hongkong, March 23, 1896. 733

FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship **MOYUNE**, Captain **R. CONRAD**, will be despatched for the above Port on or about the 29th inst. To be followed by the **S. S. L.V. S. S. UNDAUNTED**, sailing about the 10th May. For Freight, apply to **SHEWAN, TOMES & Co., Agents.**
 Hongkong, March 25, 1896. 429

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA DIRECT.
 THE Company's Steamship **SUNGLANG**, Captain **DOUB**, will be despatched as above on THURSDAY, the 30th inst., at Noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
 Hongkong, March 24, 1896. 743

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
 (Calling at Port Darwin and Queensland Ports), and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)
 THE Steamship **NERMUTR**, Captain **SA. JOHN GEORGE**, will be despatched for the above Ports SATURDAY, the 1st instant, at 4 p.m. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from Australia, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa. For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Agents.**
 Hongkong, March 25, 1896. 702

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.
FOR LONDON AND LIVERPOOL, VIA STRAITS.
 (Taking Cargo at through rates for GLASGOW, Continental Ports, River Plate, &c.)
 THE Company's Steamship **CHILANG**, Captain **H. HANING**, will be despatched as above on or about the 1st April. For Freight, &c., apply to **HOLLIDAY, WISE & Co., Agents.**
 Hongkong, March 23, 1896. 618

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
 THE Company's Steamship **PROTECTOR**, Captain **D.V.**, will be despatched as above on MONDAY, the 3rd April. For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**
 Hongkong, March 21, 1896. 714

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship **SUSANG**, Captain **PAYNE**, will be despatched as above on TUESDAY, the 4th April, at 3 p.m. For Freight or Passage, apply to **JARDINE, MATHESON & Co., General Managers.**
 Hongkong, March 27, 1896. 779

FOR SAN FRANCISCO.
 THE 100 A.T. British Barque **QUEEN MARGARET**, FRASER, Master, will load for the above Port, and will have quick despatch. For Freight, apply to **SHEWAN, TOMES & Co., Agents.**
 Hongkong, March 16, 1896. 2497

FOR SALE OR HIRE.
 THE New Steamer **"TUNG-KOL"**, Length 112 feet, Beam 18 feet, Draught 8 feet. New Compound Engine, with Condenser. Steams between 11 and 12 knots. Built of Teak Wood, with Copper Bottom.
 The New Steam-Launch **"LEON"**, Length 65 feet; Compound Engine, with Condenser. Steams about 9 knots. For Particulars, apply to **THE HONGKONG STEAMSHIP BUILDING COMPANY, 26, Bonham Strand.**
 Hongkong, March 4, 1896. 543

THE CHINA AND MANILA STEAMSHIP CO., LTD.
NOTICE.
 FRIDAY, 31st March, being GOOD FRIDAY, the Extraordinary General Meeting of the above-named Company called for that day, is POSTPONED till SATURDAY, 1st April, 1896, at 12 o'clock, Noon.
SHEWAN, TOMES & Co., General Managers.
 Hongkong, March 27, 1896. 780

NOTICE.
 FRIDAY, 31st March, being GOOD FRIDAY, the Extraordinary General Meeting of the above-named Company called for that day, is POSTPONED till SATURDAY, 1st April, 1896, at 12 o'clock, Noon.
SHEWAN, TOMES & Co., General Managers.
 Hongkong, March 27, 1896. 780

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SHEWAN, TOMES & Co., General Managers.
 Hongkong, March 27, 1896. 780

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SHEWAN, TOMES & Co., General Managers.
 Hongkong, March 27, 1896. 780

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SHEWAN, TOMES & Co., General Managers.
 Hongkong, March 27, 1896. 780

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SHEWAN, TOMES & Co., General Managers.
 Hongkong, March 27, 1896. 780

Mails.
NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS.
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.
 THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.
 N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.
 PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 Bayern..... Wednesday | March 29.
 Prinz Heinrich..... Wednesday | April 28.
 Preussen..... Wednesday | May 24.

ON WEDNESDAY, the 26th day of March, 1896, at 9 a.m., the Company's S. S. **PRINZ HEINRICH**, Captain **E. PERSSON**, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on Monday, the 27th instant. Cargo and Specie will be received on board until 5 p.m. on Tuesday, the 28th instant. Passengers will be received at the Agency's Office until Noon on Tuesday, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50, and Parcels should not exceed Two Feet Cubic in measurement. The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linn can be washed on board. For further Particulars, apply to **MELCHERS & Co., Agents.**
 Hongkong, March 1, 1896. 514

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
 Through Bills of Lading issued for BATAVIA, PERHIAN GULF, CONTINENTAL AND AMERICAN PORTS.
 THE Steamship **HUSAN**, Captain **E. STREET**, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 1st April, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay. Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to **H. A. RITCHIE, Superintendent.**
 P. & O. S. N. Co.'s Office, Hongkong, March 18, 1896. 683

INSURANCES.
NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
 TOTAL FUNDS AT 31st DECEMBER, 1895, £13,568,589.
 Authorised Capital.....£3,000,000.00
 Subscribed Capital.....£2,750,000.00
 Paid-up Capital.....£2,487,500.00
 Fire Funds.....£2,601,016.29
 HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.
SHEWAN, TOMES & Co., Agents.
 Hongkong, June 22, 1893. 1537

UNION ASSURANCE SOCIETY.
 (Instituted in the Reign of Queen Anne A.D. 1714).
 CAPITAL FULLY SUBSCRIBED, £250,000.
 CAPITAL PAID UP, £180,000.
 TOTAL INVESTED FUNDS EXCEED £3,147,574.
 TOTAL ANNUAL INCOME, £202,286.
 THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue Policies against FIRE on the usual terms.
HARRY WICKING & Co., Agents.
 THE IMPERIAL MARINE INSURANCE CO., LTD., TOKYO.
 THE Undersigned are prepared to accept MARINE RISKS at CURRENT RATES.
GEO. R. STEVENS & Co., Agents.
 Hongkong, January 5, 1896. 45

NOTICE.
 MR. COLIN McD. SMITH has THIS DAY been Authorized to SIGN OUR FIRM per procreation.
BAIN & REID.
 Hongkong, December 5, 1895.

JAPANESE
FINE ART CURIOS.
KUHN & KOMOR,
 21 & 23, Queen's Road, Hongkong;
 35, Water Street, Yokohama; and
 36, Division Street, Kobe.

TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND
SEA OF JAPAN & HONOLULU.
 PROPOSED SAILINGS FROM HONGKONG.
 American Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Thursday, March 30, at Daylight.
 Zongkoku Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, April 22, at Noon.
 Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, May 20, at Noon.

THE S. S. **AMERICA MARU** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 30th March, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's connecting Steamers. Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
 Hongkong, March 11, 1896. 557

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.
 IN CONNECTION WITH THE
ATCHESON, TOPP & SANTA FE
RAILROAD CO.
 PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO &
SAN DIEGO, VIA INLAND SEA OF
JAPAN AND HONOLULU.
 Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
 S. S. **Belgian King**, 3,379 Tons..... Noon, 29th March.
 S. S. **Carmarthenshire**, 2,929 Tons..... About 20th April.
 S. S. **Carlisle City**, 3,002 Tons..... About 20th May.

THE Steamship **Belgian King** will be despatched for SAN FRANCISCO and SAN DIEGO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 29th instant, at Noon. Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcel Packages should be marked to address in full. Value of same is required. Consular invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further information as to Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
 HONGKONG, CHINA & JAPAN.
 Hongkong, March 27, 1896. 553

CHAS. J. GAUFF & Co.
 Chronometer, Watch & Clock Makers,
 Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.
 VOITLANDER'S CELEBRATED
 BINOCULARS AND TELESCOPES.
 RITCHIE'S LIQUID AND OTHER COMPASSES.
 ADMIRALTY & IMRAY CHARTS.
 NAUTICAL BOOKS.
 English Silver & Electro-Plated Ware.
 Christofle & Co.'s Electro-Plated Ware.
 GOLD & SILVER JEWELLERY
 in great variety.
 DIAMOND JEWELLERY.
 A Splendid Collection of the Latest LONDON PATENTERS, at very moderate prices. 472
CARMICHAEL & BARLOW,
 Consulting Engineers and Surveyors,
 18, PRAYA CENTRAL
 and
 3, DOUGLAS LANE.
 NEW AND SECOND-HAND LAUNCHES FOR SALE
 Designs and Specifications for all
 Classes of Steamships; Launches a
 specialty. New Work and Repairs super-
 vided.
 Telegrams: "CARMICHAEL" Hongkong.
 Telephone No. 111.
H. F. CARMICHAEL,
B. J. BARLOW.
 Hongkong, December 8, 1895. 649

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP
COMPANY.
VIA INLAND SEA OF JAPAN AND
HONOLULU.
 PROPOSED SAILINGS FROM HONGKONG.
 City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, April 8, at Noon.
 City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, May 8, at Noon.
 City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, May 27, at Noon.

THE U. S. Mail Steamship **CITY OF PEKING** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 8th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's connecting Steamers. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
 Hongkong, March 14, 1896. 639

Mails.
TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND
SEA OF JAPAN & HONOLULU.
 PROPOSED SAILINGS FROM HONGKONG.
 American Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Thursday, March 30, at Daylight.
 Zongkoku Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, April 22, at Noon.
 Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, May 20, at Noon.

THE S. S. **AMERICA MARU** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 30th March, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's connecting Steamers. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
 Hongkong, March 11, 1896. 557

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.
 IN CONNECTION WITH THE
ATCHES

